

25 April 1958

25X1X7



The answers to the questions in your letter of 14 March 1958 (which I received on 11 April 1958) are as follows:

1. The shift change which occurred at 1515 hours took place on Tuesday, 10 December 1957. As many workers were entering the plant as were coming out of the plant.
2. The jet noises at 0400 hours were heard on Saturday, 28 December 1957. These engine runups lasted for over an hour.

On 7 and 16 January 1958, the plant was observed at 1500 and 1510 hours respectively and no shift change occurred. We believe that the plant is now on the following shift pattern:

Week days: Shift arrives between 0700-0730 hours.
Shift leaves between 1700-1730 hours.

Saturdays: Shift arrives between 0700-0730 hours.
Shift leaves between 1430-1500 hours.

We estimate that the plant worked two shifts until October 1957. Then the labor force began to decrease as the Bison began to phase out of production. By January 1958, the labor force was down to one shift which was working approximately 51.5 hours a week.

~~SECRET~~

We estimate that two Bison were produced in January 1958 and one in February 1958, but one could argue that no Bison aircraft were produced during these months. I believe that the production of Bison is coming to an end and that the cumulative production of Bison will be between 85 and 90 airplanes.

25X1X7 [REDACTED] visited us several days ago. He mentioned that they are planning on holding [REDACTED] Aircraft Production Conference during the middle of October. 25X1X7

Sincerely,

25X1A9a
[REDACTED]

Distribution:

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